

325

Approved For Release 2000/05/05 : CIA-RDP71B00590R000200030012-9

CLASSIFIED MESSAGE

DATE 2202Z 04 JUN 63

~~SECRET~~

1	4
2	5
3	6

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION: OSA (1-15)

INFO : S/C (16)

1 23 Crash File

PRIORITY

IN--78656
25X1A

25X1A TOR: 2326Z 04 JUN 63

TO PRITY [REDACTED]

INFO

CITE

[REDACTED] 6919

OX CART

TO DR. SCOVILLE INFO JOHN PARANGOSKY FROM KELLY JOHNSON

SUBJECT: WEEKLY ACTIVITY FOR OXCART PROGRAM - WEEK ENDING 2 JUNE 1963

NO FLIGHTS ACCOMPLISHED THIS PERIOD. SINCE NO REPORT WAS SUBMITTED LAST PERIOD, IT SHOULD BE NOTED THAT NINE FLIGHTS WERE ACCOMPLISHED IN THAT PERIOD. THIS MADE TOTAL FLIGHT HOURS TO DATE 332 HOURS 27 MINUTES. TOTAL NUMBER FLIGHTS TO DATE NOW 236. DURING PREVIOUS PERIOD, ONE FLIGHT WAS MADE ON AIRCRAFT NUMBER 121, AND FOUR FLIGHTS EACH ON AIRCRAFT NUMBER 123 AND NUMBER 124. UNFORTUNATELY, AIRCRAFT NUMBER 123 CRASHED AND WAS DESTROYED ON LAST FLIGHT WHEN PILOT BAILED OUT ON FINAL LEG OF INERTIAL NAVIGATION SYSTEM PROFICIENCY FLIGHT. CIRCUMSTANCES LEADING TO BAILOUT NOW BEING INVESTIGATED BY FORMAL ACCIDENT BOARD. ALL WORK TERMINATED AT [REDACTED] AT CLOSE OF WORK DAY 29 MAY TO ALLOW PERSONNEL LONG WEEKEND IN CONJUNCTION WITH MEMORIAL DAY HOLIDAY.

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AIRCRAFT NUMBER 121 MADE ONE FLIGHT IN PREVIOUS PERIOD TO EXTEND SPEED ALTITUDE ENVELOPE. MAXIMUM SPEED ATTAINED WAS 2.42 MACH,

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6919 (IN--78656)

~~SECRET~~

PAGE TWO

25X1A

WHERE ACCELERATION TERMINATED DUE TO POPPED SHOCK IN INLET DUCT. SUBSEQUENT INVESTIGATION REVEALED ATTITUDE SENSOR FOR INLET SPIKE CONTROL HOOKED UP IMPROPERLY, WHICH RESULTED IN SCHEDULE SHIFT ON SPIKE CONTROL. THIS WAS CAUSE FOR SHOCK POPPING AT INLET DUCTS. SUBSEQUENT INSTRUMENTATION DIFFICULTIES DELAYED FURTHER FLYING UNTIL AIRCRAFT NUMBER 125 ACCIDENT OCCURRED, GROUNDING ALL AIRCRAFT. FURTHER SPEED ALTITUDE ENVELOPE EXTENSION EFFORTS WILL BE MADE AS SOON AS IT IS PERMISSIBLE TO FLY AGAIN.

PREFLIGHT GROUND RUNS ACCOMPLISHED ON AIRCRAFT NUMBER 122 THIS PERIOD AFTER COMPLETING ALL MODIFICATIONS AND NACELLE CLEANING REQUIRED TO PREVENT ENGINE FOREIGN OBJECT DAMAGE. GROUND RUNS COMPLETED WITH NO SIGN OF COMPRESSOR FOREIGN OBJECT DAMAGE. AIRCRAFT NOW READY FOR FLIGHT WHEN FLYING IS TO BE RESUMED.

FOREIGN OBJECT DAMAGE PREVENTIVE MODIFICATIONS AND NACELLE CLEANING ARE APPROXIMATELY 50 PERCENT COMPLETE ON AIRCRAFT NUMBER 125 AND ALMOST 100 PERCENT ON AIRCRAFT NUMBER 126. AIRCRAFT NUMBER 126 IS NOW READY TO HAVE THE ENGINES INSTALLED AND WILL BE READY FOR FLIGHT IN FORTHCOMING PERIOD. [REDACTED] TELEMETRY PACKAGE HAS BEEN FITTED IN AIRCRAFT NUMBER 126 AND SHOULD BE READY FOR HIGH ANGLE PASSES SHORTLY AFTER INITIAL FLIGHTS. AIRCRAFT NUMBER 125 IS NOT SCHEDULED TO FLY FOR AT LEAST ANOTHER WEEK.

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AIRCRAFT NUMBER 127 IS BEING ASSEMBLED AND CHECKED OUT IN ACCORDANCE WITH STANDARD FUNCTIONAL TEST PROCEDURES. IT WILL BE NECESSARY TO FINISH ASSEMBLY, WORK NACELLE MODIFICATIONS AND SCREENS TO PREVENT ENGINE FOREIGN OBJECT DAMAGE, CHECK OUT FLIGHT CONTROL SYSTEM AND CONDUCT MANY FUNCTIONAL TEST PROCEDURES PRIOR TO FIRST FLIGHT. IT IS ESTIMATED THAT A MINIMUM OF 1000 HOURS BE REQUIRED TO PREPARE THE AIRCRAFT FOR FLIGHT.